

(No Model.)

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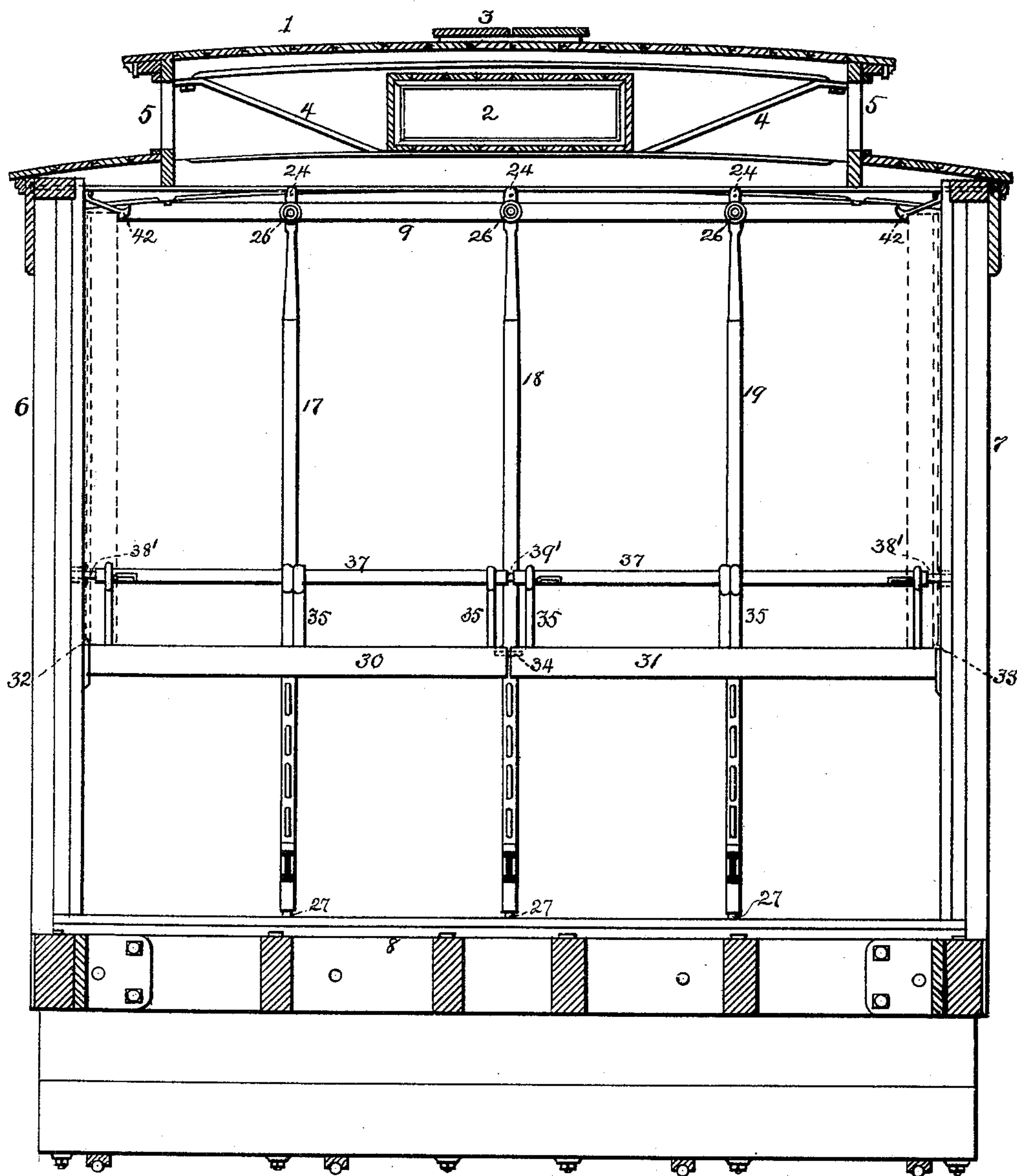
G. D. BURTON.

STOCK CAR.

No. 414,013.

Patented Oct. 29, 1889.

FIG. 1.



Witnesses

Harry L. Amer. &
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(No Model.)

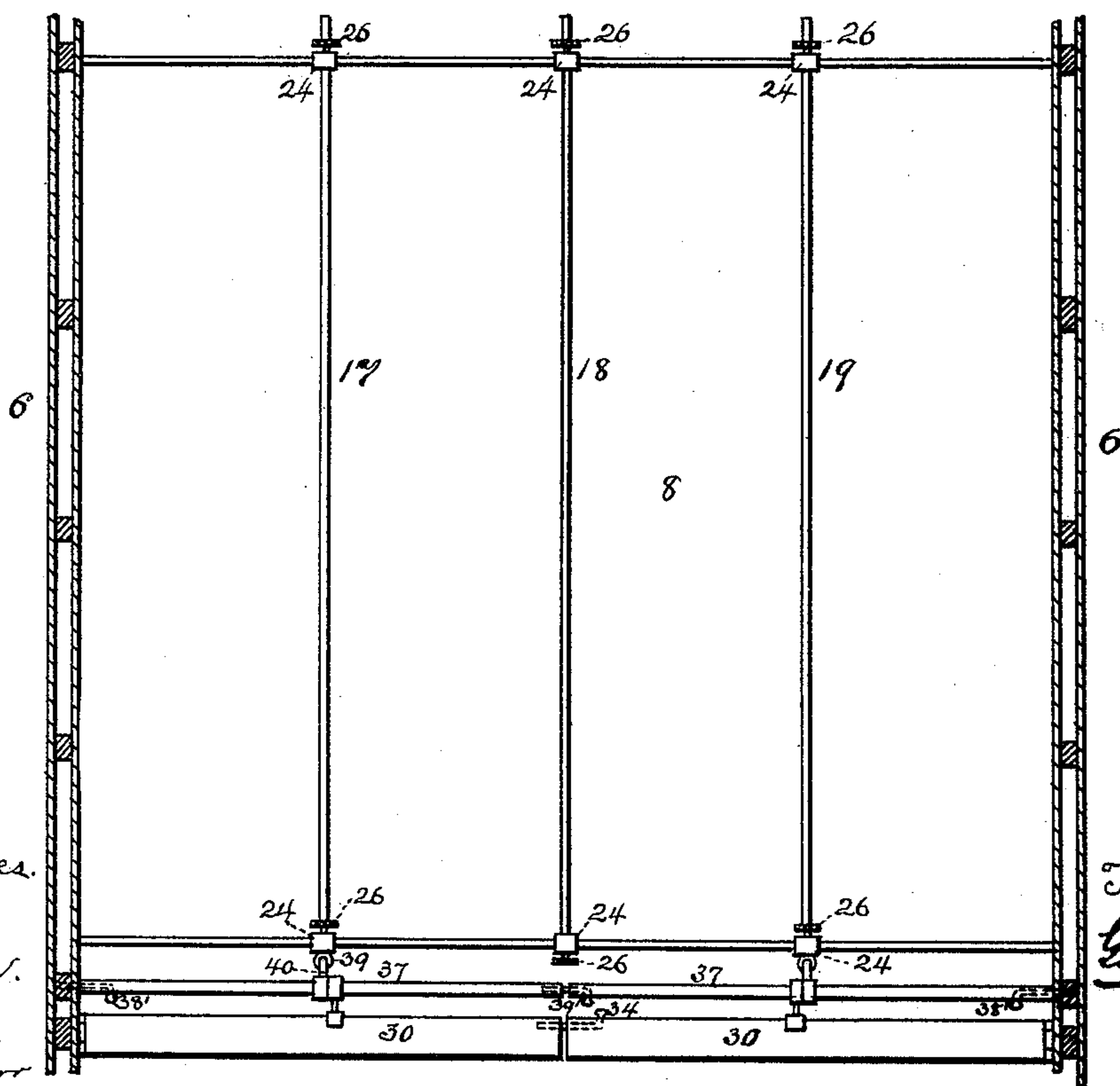
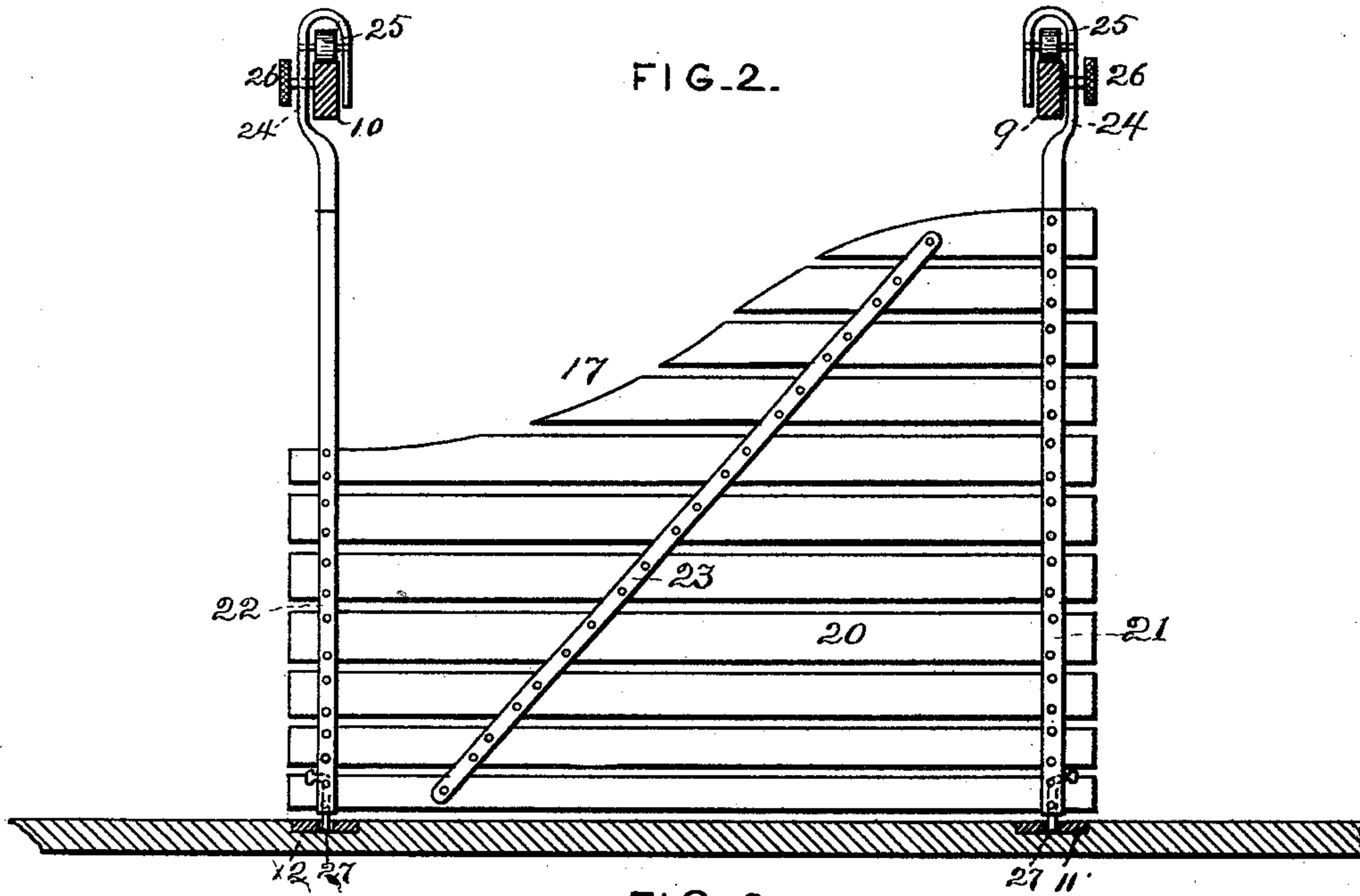
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3 Sheets—Sheet 3.

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FIG. 4.

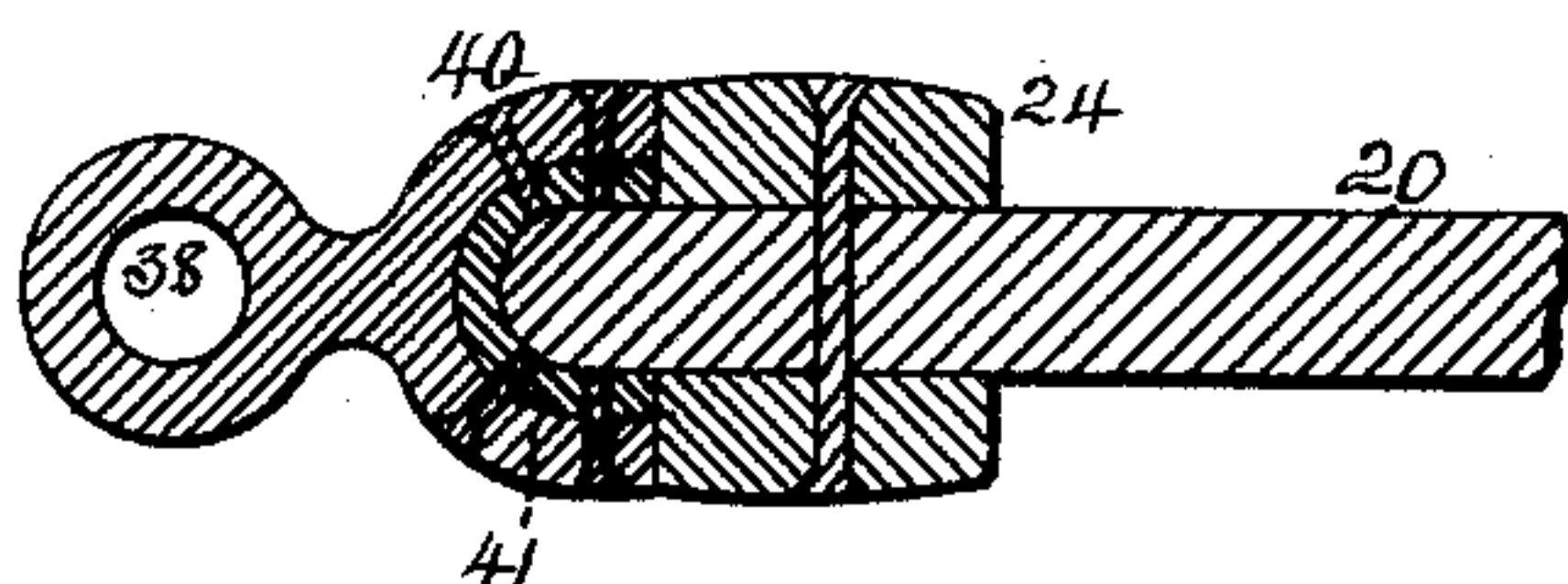


FIG. 5.

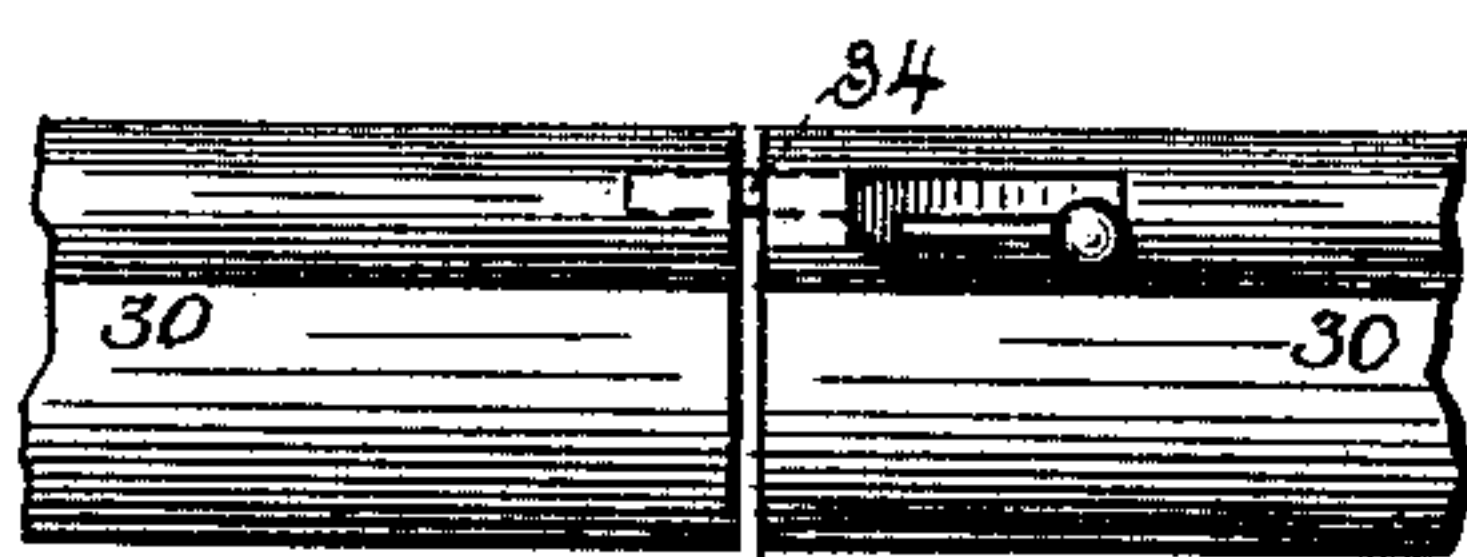


FIG. 6.

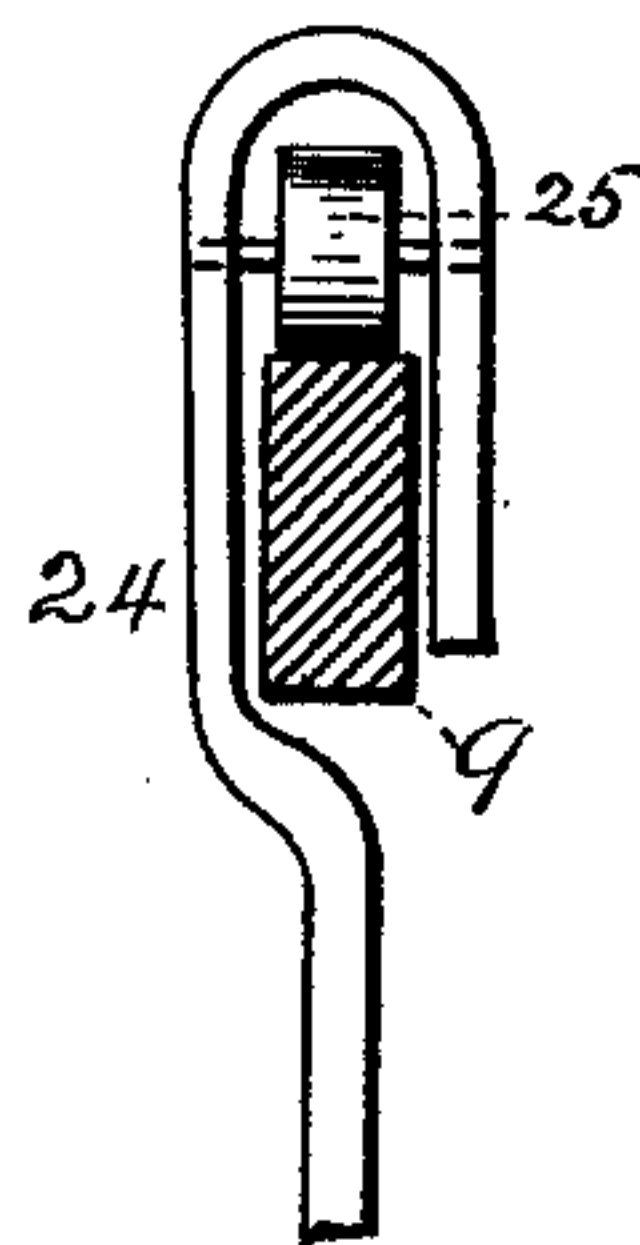


FIG. 7.

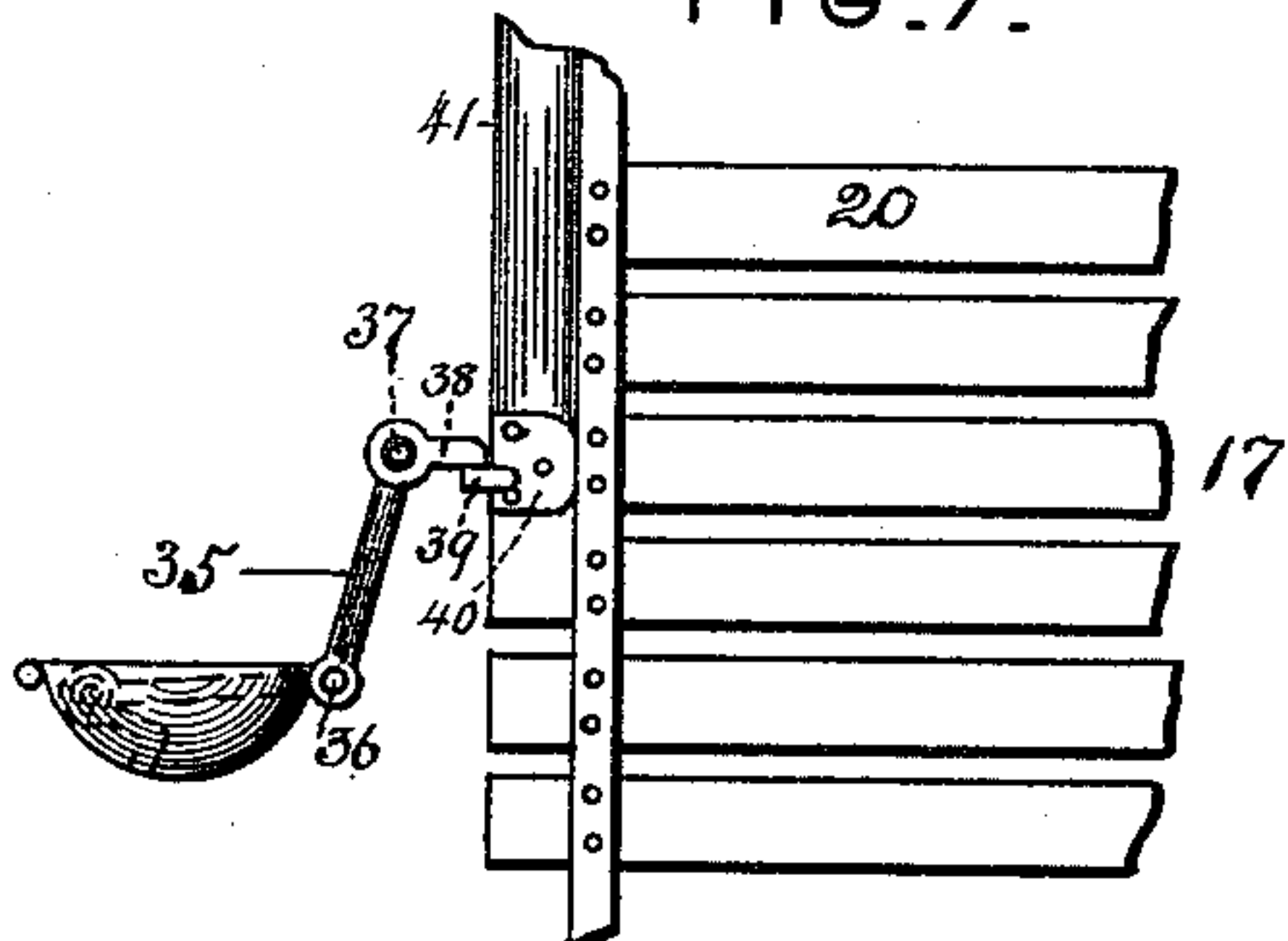


FIG. 8.

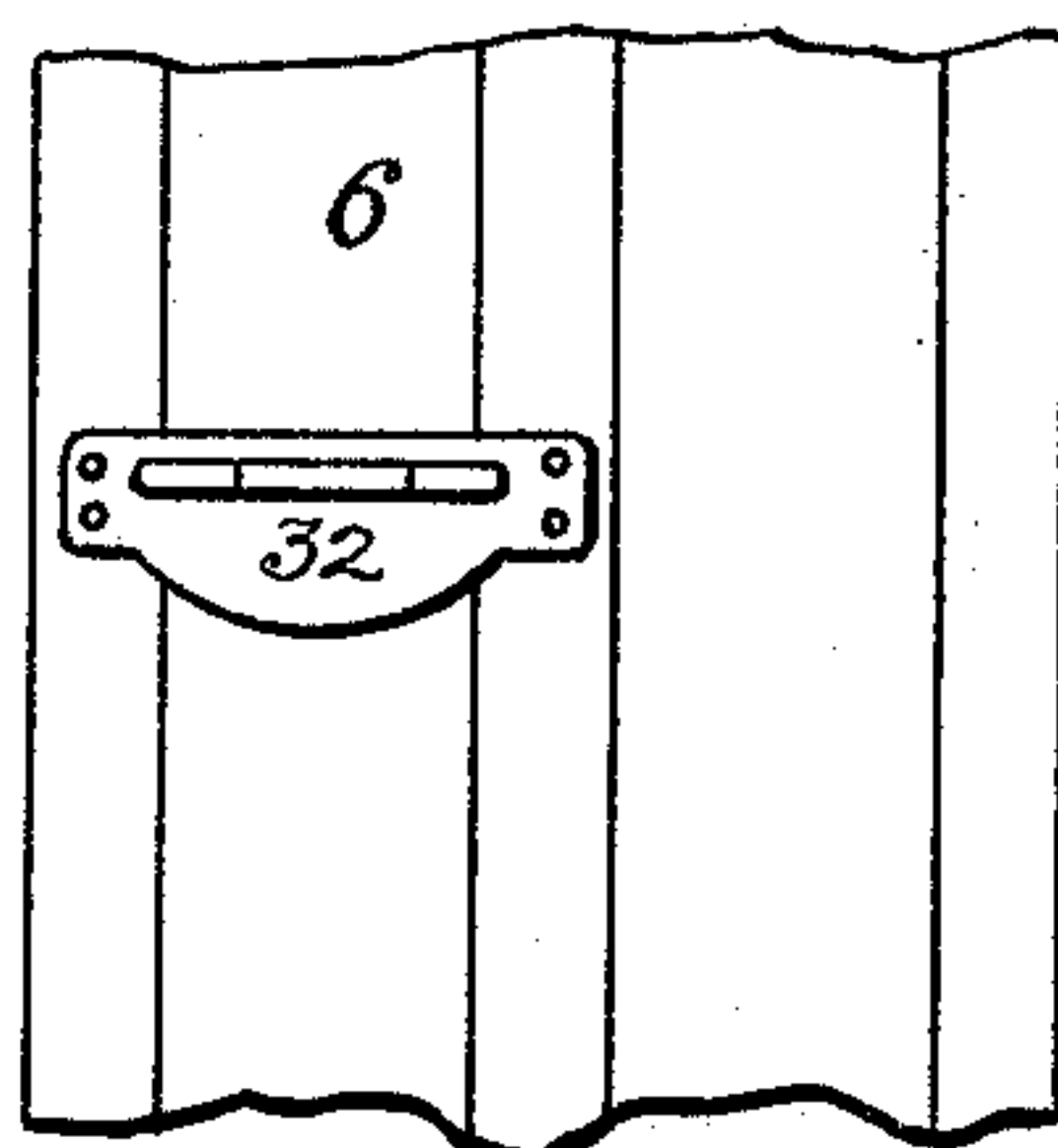


FIG. 9.

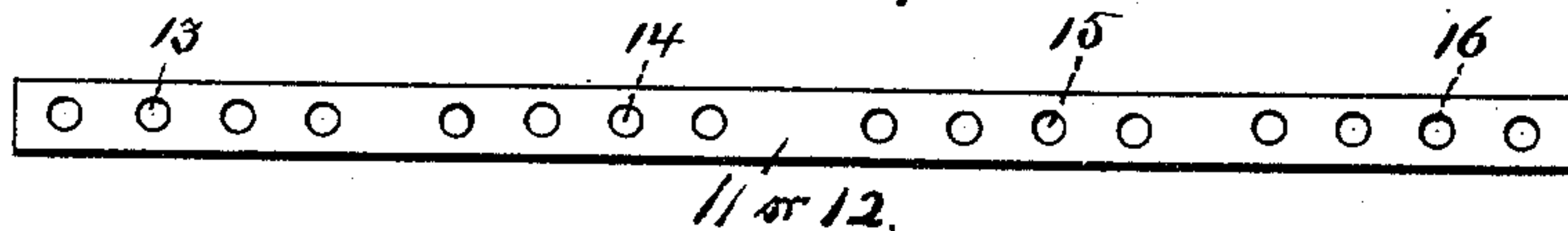
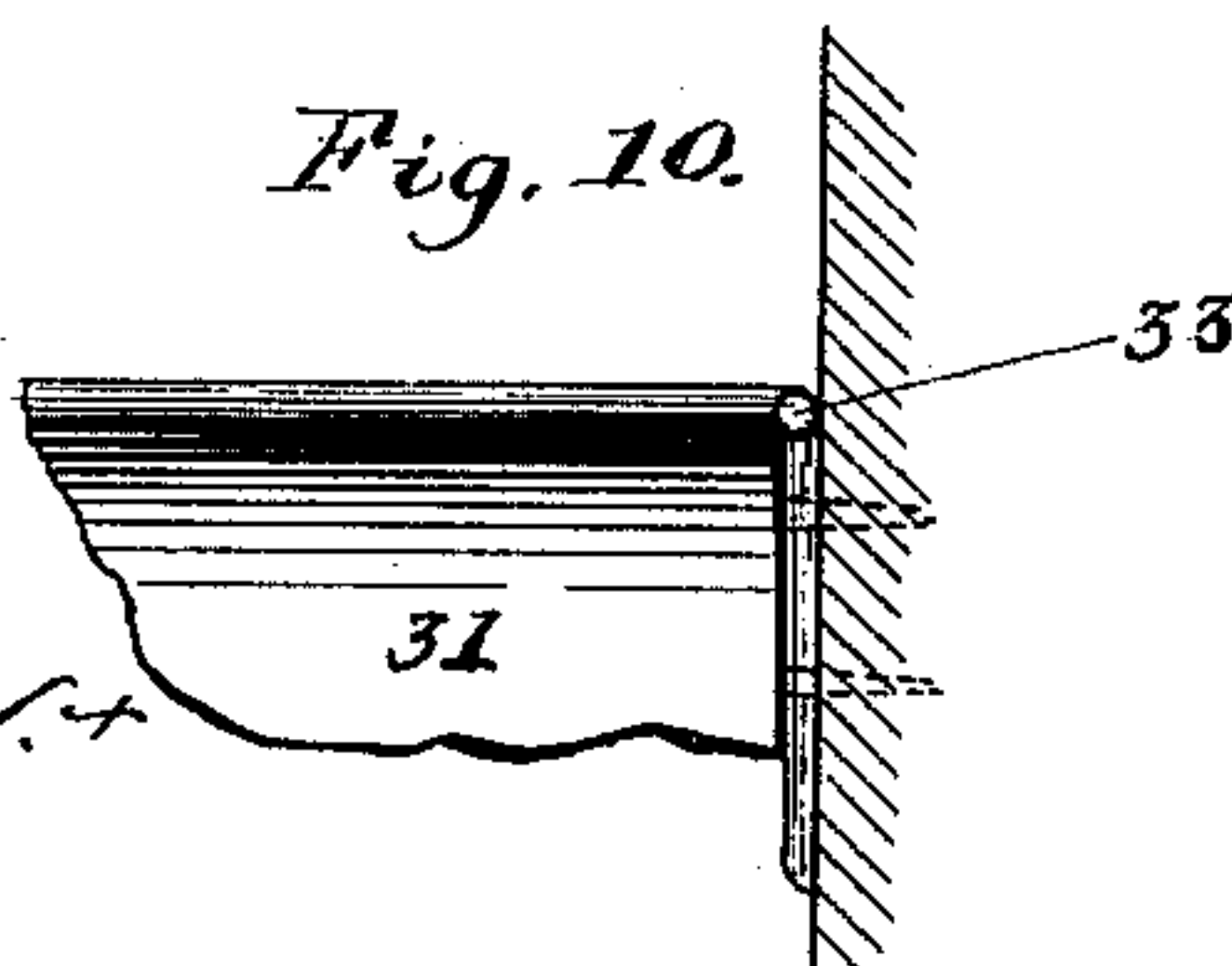


Fig. 10.



Witnesses.

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UNITED STATES PATENT OFFICE.

GEORGE D. BURTON, OF BOSTON, MASSACHUSETTS.

STOCK-CAR.

SPECIFICATION forming part of Letters Patent No. 414,013, dated October 29, 1889.

Application filed October 22, 1888. Serial No. 288,784. (No model.)

To all whom it may concern:

Be it known that I, GEORGE D. BURTON, a citizen of the United States, residing at Boston, in the county of Suffolk and State of Massachusetts, have invented certain new and useful Improvements in Stock-Cars; and I do declare the following to be a full, clear, and exact description of the invention, such as will enable others skilled in the art to which it appertains to make and use the same, reference being had to the accompanying drawings, and to the letters and figures of reference marked there on, which form a part of this specification.

My invention relates to stock-cars in general, but more especially to cars for the transportation of horses, and has for its object to generally improve such cars.

With these objects in view my invention consists in the improved construction, arrangement, and combination of parts hereinafter fully described, and afterward specifically pointed out in the claims hereto appended.

In the accompanying drawings, Figure 1 is a transverse vertical section through the body of the car, showing the head end of a section of stalls in elevation, the partitions being in position to form four ordinary stalls, the feed-troughs being shown open in full lines and folded in dotted lines. Fig. 2 is a view in side elevation of one of the movable partitions, the rods upon which it slides and the floor being shown in section. Fig. 3 is a horizontal section taken through the sides of the car on a plane just under the roof, showing a single section of the car in top plan view, the walls of the car being broken away. Fig. 4 is a detail, being a horizontal sectional view taken through a slat of one of the partitions, showing one of the eye-castings in which the breast-bar hooks are held. Fig. 5 is a detail fragmentary view showing in plan the abutting inner ends of two troughs. Fig. 6 is a detail showing the manner of suspending the partition-supports or hanger-bars on the slide-bars, the bars being shown in section. Fig. 7 is a detail view of a portion of one of the partitions and the feed-trough in side elevation, showing the manner in which the trough is supported from the partition, the supporting-bars shown folded in the trough in dotted lines.

Fig. 8 is a detail view showing a portion of a side of the car with the trough-hinge secured thereto, and Fig. 9 is a top plan view of one of the strips (secured in the floor of the car) in the perforations of which the bolts which secure the partitions in place engage. Fig. 10 is a detail view showing the manner of hinging the troughs to the sides of the car.

Like numerals of reference mark the same parts in all the figures of the drawings.

Referring to the drawings by number, 1 is the roof of a car of the style known as "monitor roof," under which is mounted a water-tank 2, extending longitudinally of the car and supplied from openings in its top under the runner-board 3. This tank is suitably supported by iron braces 4 4, and ventilating-openings are provided as at 5 5.

The frame-work, sides, and floor of the car may be constructed in any approved manner of any material desired. I show the sides at 6 7 and the floor at 8. Properly secured just under the roof of the car are transverse slideways 9 10, such slideways in this instance consisting of steel bars, preferably rectangular, or substantially so, in section, and of sufficient strength to support the partitions. In the same perpendicular line with these bars, set into the floor, are flat bars 11 12, having vertical perforations 13 14 15 16, (see Fig. 9,) the purpose of which will be hereinafter explained.

17 18 19 are partitions for dividing the space into stalls, being composed of slats 20, hanger-bars 21 and 22, and braces 23. The upper ends of the hanger-bars are bent into hook form, as at 24, in which there are pivoted anti-friction rollers 25. These hooks pass over and embrace the slideways 9 10, with the rollers resting on the top thereof, and the position to which the partitions are adjusted on the slideways is maintained by set-screws 26, passing through one side of the hooks and bearing at their inner ends against the bars 9 10. Each partition is provided at or near its front and rear ends with a bolt 27, which enters one of the holes in the bars 11 12 (in the floor) to hold the bottom securely in any position to which it may be moved. These holes may be as numerous and in any positions desired in the bars 11 12, in accordance with the number and places of adjust-

ment, care being taken to provide for the fastening of the partitions in all possible positions, both open and shut. This permits each section of the car to be made into a single compartment for use as a box-stall or for the storage of feed, harness, &c., in this case all the partitions being secured at the side of the car, or one may be secured to each side, leaving a central partition and two large stalls, or the whole space may be equally divided into three or more stalls, for any desired purpose.

30 31 are troughs hinged at 32 33 to the sides of the cars, each being half as long as the car is wide, and the two for each section being hinged exactly opposite to each other, so that their inner ends come together in the middle of the car, where they are held by a sliding bolt 34 in the bead of one of the troughs and entering the bead in the other trough, as plainly shown in Fig. 5. These troughs are further supported upon hangers 35, hinged to a bar 36 in the bead of the trough, their upper ends being pivoted on a breast-bar 37, from which project pivoted hooks 38 to engage in eyes 39 in a casting 40, secured to a galvanized iron semi-cylinder 41, secured over the front ends of the slats 20 of the partitions 17, 18, and 19. This breast-bar 37 is composed of a pipe and is secured at each side of the car by a bolt 38', sliding in the end of the pipe, and, being composed of two sections to correspond with the troughs, is secured at the middle by a bolt 39' or smaller pipe sliding in one section and engaging the other. This breast-bar is intended as a guard to prevent the horses from falling or pressing against the trough, and when it is no longer in use it is folded, as shown in Fig. 7, into the troughs and the troughs folded up against the sides of the car, as shown in dotted lines in Fig. 1, where they are secured by hooks 42, pivoted to the sides of the car.

The operation of my invention will be fully understood by the foregoing description, from which it will be seen that the uses to which a car may be put when provided with these improvements are multiplied, while the number and size of stalls or compartments may be changed at will and with great ease, and the whole furniture which fits the car for stock purposes may be so disposed as to leave the car substantially unincumbered thereby and ready for any other required use.

Having thus fully described my invention, what I claim, and desire to secure by Letters Patent of the United States, is—

1. A stock-car provided with longitudinal

stalls and a breast-bar consisting of two sections and having securing devices whereby the outer ends of each section are attached to the side of the car and the inner ends of the two sections secured together, substantially as set forth.

2. A stock-car having longitudinal stalls and provided with a breast-bar in front of the stalls, consisting of a hollow bar or pipe and bolts sliding in the outer ends thereof to engage holes in the sides of the car, as set forth.

3. A stock-car having longitudinal stalls and a transverse feed-trough in front thereof, consisting of two sections hinged at their outer ends to the sides of the car and connected together at their inner ends, as set forth.

4. A stock-car having a feed-trough transversely placed, consisting of two sections hinged at the sides of the car, one section provided at its inner end with a bolt to enter and engage with a socket in the inner end of the other section, as set forth.

5. A stock-car having a feed-trough transversely placed, consisting of two sections attached at their outer ends to the sides of the car and having at their inner end a bolt on one section which engages in a socket in the other section, as set forth.

6. A stock-car having a feed-trough transversely placed, consisting of two sections having beaded edges supported at their outer ends against the sides of the car, and one section provided with a bolt sliding in the inner end of its bead and engaging with the bead of the inner end of the other section, as set forth.

7. A stock-car provided with a feed-trough consisting of two sections hinged to the sides of the car, a breast-bar, and hinged hanger from the breast-bar to support the feed-trough, as set forth.

8. A stock-car having longitudinal stalls provided with a breast-bar in front thereof, a trough below said breast-bar, and brackets or hangers from the breast-bar for supporting the trough, as set forth.

9. In combination, a partition, a casting having eyes secured to said partition, a trough, the breast-bar, the hooks pivoted on the breast-bar and engaging the eyes of the casting, and hangers connecting the breast-bar and trough, as set forth.

In testimony whereof I affix my signature in presence of two witnesses.

GEO. D. BURTON.

Witnesses:

CHESTER MARR,
CHARLES MORROW.